

PASSENGER VESSEL ASSOCIATION

“COAST GUARD 2000”

RADM R. C. NORTH

26 JANUARY 1998

INTRO

GOOD MORNING. MS. (KC) STANLEY-LYNN, MR. JOHN
GROUNDWATER, CAPT PETE LAURIDSEN, BOARD
MEMBERS, LADIES AND GENTLEMEN.

IT’S GOOD TO SEE MANY FAMILIAR FACES IN THE AUDIENCE.

ALTHOUGH THIS IS MY FIRST TIME ADDRESSING PVA SINCE I
RELIEVED JIM CARD BACK IN MAY, I’VE HAD A LOT OF
VERY POSITIVE INTERACTION WITH PVA AND ITS
LEADERSHIP AND WITH A NUMBER OF YOU OUT IN THE
FIELD.

AS MANY OF YOU KNOW, MY CAREER HISTORY IS IN THE COAST
GUARD’S MARINE SAFETY AREA.

BOTH MY PAST EXPERIENCE AND RECENT EXPERIENCES WITH
PVA HAS BEEN POSITIVE, THAT WE HAVE WORKED VERY
WELL TOGETHER IN ADVANCING OUR MUTUAL INTERESTS
IN MARITIME SAFETY; AND, AS THE YEARS HAVE PAST ITS
GOTTEN BETTER. I WAS HEAVILY INVOLVED IN

DEVELOPMENT OF PASSENGER VESSEL SAFETY ACT OF 1993 THAT, AMONG OTHER THINGS, BROUGHT FORMERLY BARE-BOAT CHARTERED DINNER CRUISE BOATS UNDER INSPECTION.

I APPRECIATE ALL THAT PVA DID TO SUPPORT THAT LEGISLATION.

I WANT TO THANK AND CONGRATULATE ALL OF YOU AND ESPECIALLY YOUR LEADERSHIP FOR YOUR VERY PROACTIVE WORK OVER THE YEARS TO MAKE THE PASSENGER VESSEL INDUSTRY SAFER.

YOUR SAFETY RECORD IS SUPERB AND, OF COURSE, ITS OUR MUTUAL GOAL TO KEEP IT SO. THE OCCURRENCE OF SERIOUS PASSENGER VESSEL ACCIDENTS IS, THANKFULLY, VERY RARE; BUT, REMAIN AN EXTREMELY HIGH CONSEQUENCE EVENT, FROM ANY PERSPECTIVE.

I'VE BEEN ASKED TO ADDRESS WHAT THE FUTURE HOLDS FOR US AS WE APPROACH THE YEAR 2000 AND THE 21ST CENTURY.

THERE ARE TWO WAYS TO FACE THE FUTURE—ONE WITH APPREHENSION AND ONE WITH ANTICIPATION. I'LL TAKE THE LATTER.

I'M GOING TO DO THAT BY: (1) REVIEWING SOME TRENDS THAT CHALLENGE US, (2) TELL YOU ABOUT OUR PLANNING FOR THE FUTURE AND HOW IT INCLUDES PVA, THEN (3) FOCUS ON SOME SPECIFICS THAT WILL AFFECT YOU DIRECTLY. THINGS WE'LL BE WORKING ON TOGETHER. I'LL ALSO SUGGEST SOME ACTIVITIES FOR YOUR PVA MEMBERSHIP.

TRENDS:

FIRST, A FEW PERTINENT TRENDS:

- CONTINUED DOWNWARD PRESSURE ON FEDERAL BUDGET EXPENDITURES,
- INCREASED STATE ACTIVISM IN MARINE SAFETY AND ENVIRONMENTAL PROTECTION,
- INCREASED TRAFFIC ON OUR WATERWAYS OF ALL TYPES;
- AN INCREASE IN THE USE OF PASSENGER VESSELS, ESPECIALLY FERRIES;
- ACCORDINGLY, CONFLICTING DEMANDS OVER WATERWAY USE; AND
- AN INCREASE IN PUBLIC CONCERN OVER MARITIME SAFETY AND THE ENVIRONMENT.

EACH OF THOSE TRENDS CHALLENGES THE COAST GUARD AND CHALLENGES PVA TO BE ABLE TO CONTINUE TO

IMPROVE MARITIME SAFETY. WE SHOULD RESPOND NOW TO THESE TRENDS PROACTIVELY TO PREVENT THEM FROM BECOMING A PROBLEM LATER.

PLANNING FOR THE FUTURE:

TO MEET THESE AND OTHER CHALLENGES, WE MUST CONTINUE TO PARTNER AND PLAN TOGETHER AS NEVER BEFORE. OUR APPROACH TO PLANNING AND DEALING WITH THE THINGS WE FEEL IMPORTANT IS THROUGH OUR MULTI-YEAR GOALS - AND THEY REFLECT OUR NEED FOR CONTINUED PARTNERING.

WE'VE JUST COMPLETED A REVIEW OF THE BROAD MULTI-YEAR GOALS FOR MARINE SAFETY (MS), ENVIRONMENTAL PROTECTION (MEP), AND WATERWAYS MANAGEMENT (WWM), THAT WILL CARRY US INTO THE 21ST CENTURY.

WE'VE ADJUSTED SUBORDINATE STRATEGIES AND DESIGNATED 1998 ACTIVITIES AS AREAS OF EMPHASIS UNDER EACH STRATEGY TO ADDRESS THE GOALS.

LET ME SHARE SOME WITH YOU.

MARITIME SAFETY GOALS:

- REDUCTION OF COMMERCIAL VESSEL CREW MEMBER DEATH AND INJURY;

- REDUCTION OF THE RISK OF MAJOR LOSS OF LIFE ON PASSENGER VESSELS;
- ELIMINATION OF SUBSTANDARD FOREIGN FLAG COMMERCIAL VESSELS FROM US WATERS; AND
- REDUCTION IN THE RISK OF TERRORISM TO US PASSENGERS IN FOREIGN AND DOMESTIC PORTS, RISK TO WATERFRONT FACILITIES, AND ALL VESSELS IN US WATERS.

MEP GOALS:

- REDUCTION OF OIL, CHEMICAL, PLASTIC AND GARBAGE DISCHARGES FROM MARITIME SOURCES;
- REDUCTION OF UNTREATED BALLAST WATER DISCHARGES; AND,
- REDUCING THE CONSEQUENCES OF POLLUTION INCIDENTS.

UNDER WWM, OUR GOALS SEEK TO:

- REDUCE THE NUMBER OF COLLISIONS, ALLISIONS AND GROUNDINGS;
- REDUCE THE NUMBER OF TANK VESSEL GROUNDINGS AND COLLISIONS RESULTING FROM INADEQUATE PASSAGE OR PORT TRANSIT PLANNING;
- REDUCE THE NUMBER OF AND/OR IMPACT OF IMPEDIMENTS TO PORTS AND WATERWAYS ACCESSIBILITY AND EFFICIENCY; AND
- REDUCE ADVERSE IMPACTS OF BREACHES OF SECURITY AND VULNERABILITY OF THE PORTS AND WATERWAYS SYSTEM.

MOST GOALS ARE REFERENCED TO SOME BASELINE OR TRENDLINE MEASURE THAT WE'VE BEEN TRACKING FOR SEVERAL YEARS. BUT SOME GOALS, WWM IN PARTICULAR, ARE NEW OR HAVE NEW MEASURES.

EACH GOAL IS SUPPORTED BY A SERIES OF MULTI-YEAR STRATEGIES AND EACH STRATEGY BY ACTIVITIES THAT WILL BE COMPLETED DURING CY 1998.

THE STRATEGIES AND ACTIVITIES REPRESENT WHAT WE CONSIDER OUR AREAS OF EMPHASIS AND BEST INVESTMENTS OF TIME AND RESOURCES FOR 1998 TO ADVANCE TOWARD ACCOMPLISHMENT OF THE GOALS.

A MULTITUDE OF THINGS CAN BE DONE IN ADDRESSING ANY GOAL. TIME AND RESOURCE LIMITATIONS DON'T ALLOW THEM ALL; MANY MAY REQUIRE AN INORDINATE EXPENDITURE FOR SLIGHT INCREMENTAL IMPROVEMENT.

BEST INVESTMENTS REPRESENT THOSE THINGS WE BELIEVE WILL HAVE THE HIGHEST RETURN FOR THE RESOURCES INVESTED IN ACCOMPLISHING A GOAL.

THE ACTIVITIES MODIFY OR AUGMENT ROUTINE CORE PREVENTION AND RESPONSE WORK AND INFLUENCE THE MOVEMENT OF OUR TREND LINES IN THE RIGHT DIRECTION.

ON A QUARTERLY BASIS, WE REVIEW THE GOALS, STRATEGIES AND ACTIVITIES AND ADJUST AS NECESSARY BASED ON PROGRESS AND WHAT NEW INITIATIVES MAY BE A BETTER INVESTMENT.

WE NEED TO REVIEW WITH INDUSTRY ...

THE STRATEGIES UNDER THE GOALS ARE SIMILAR AND GENERALLY CONSIST OF SOME VARIATION OF:

- RISK MANAGEMENT,
- PREVENTION THROUGH PEOPLE,

- PARTNERSHIPS,
- EDUCATION AND TRAINING,
- STANDARDS DEVELOPMENT, AND
- COMPLIANCE ACTIVITIES.

ACTIVITIES UNDER THOSE STRATEGIES VARY ACCORDING TO
GOAL AND IN SOME CASES SUPPORT MULTIPLE
STRATEGIES AND GOALS.

- PTP
- STCW
- SIP
- ACP
- TONNAGE
- SUBCHAPTER L
- NEAR-MISS REPORTING.

THERE'S A LOT OF OVERLAP.

I'LL NOW PROVIDE DETAILS ABOUT SOME STRATEGIES AND
ACTIVITIES.

PREVENTION THROUGH PEOPLE (PTP)

- A STRATEGY UNDER A NUMBER OF GOALS.

- 80% OF MARINE CASUALTIES, SPILLS RESULT FROM HUMAN ERROR. PTP IS AN EFFORT TO FOCUS ON PEOPLE FROM A PREVENTION PERSPECTIVE.
- IT CONSIDERS THE FULL SPECTRUM OF HUMAN INVOLVEMENT - SHIP, SHORE, REGULATORS, ALL PARTNERS IN THE PROCESS.
- IT'S NOT AN END IN ITSELF BUT A STRATEGY UNDER NUMEROUS GOALS.

FOCUS FOR THIS YEAR - ACTIVITIES:

1. IMPLEMENT PTP COMMUNICATIONS PLAN TO AMPLIFY THE NEED FOR DEALING WITH THE HUMAN ELEMENT;
2. SPONSOR HUMAN FACTOR RESEARCH;
3. DEVELOP NATIONAL MARITIME LESSONS-LEARNED REPORTING SYSTEM;
4. DEVELOP NATIONAL MARITIME EVENT/INCIDENT; REPORTING SYSTEM - NEAR - MISS REPORTING.

WWM/PORTS AND WATERWAYS SAFETY SYSTEM (PAWSS)

WE DEFINE WATERWAYS MANAGEMENT AS:

THE INTEGRATED EFFORTS OF PUBLIC AND PRIVATE RESOURCES TO ENSURE THAT INFRASTRUCTURE, SYSTEMS AND SERVICES OF OUR PORTS AND WATERWAYS MEET THE DEMAND FOR A SAFE, SECURE, EFFICIENT, ACCESSIBLE, ECONOMICALLY VIABLE AND ENVIRONMENTALLY SOUND COMPONENT OF THE NATIONAL TRANSPORTATION SYSTEM.

EMPHASIZE INTEGRATED EFFORTS OF PUBLIC AND PRIVATE RESOURCES - PARTNERSHIPS, PVA INCLUDED!

I DON'T BELIEVE THAT WE HAVE THE INTEGRATED NATIONAL WWM PROCESS TODAY THAT WE NEED. WHAT I'VE DEFINED IS A GOAL AS WELL AS THE MEANS TO THAT END.

WATERWAYS INFRASTRUCTURE RUNS FROM THE COASTAL ZONE THROUGH WATERWAYS ACROSS THE BERTH AND CONSISTS OF ALL THOSE THINGS THAT MAKE A TRANSIT SAFE AND EFFICIENT LIKE ATON; WIDE, DEEP CHANNELS OF EFFICIENT CONFIGURATION, ANCHORAGES, VTS, ACCURATE CHARTS BASED ON RECENT SURVEYS, WEATHER AND OCEANOGRAPHIC INFORMATION, LACK OF WATERWAY USER CONFLICT, ETC.

SPECIAL NOTES / TRENDS:

- **MARITIME TRAFFIC IS EXPECTED TO TRIPLE BY 2020.** WE NEED TO ENSURE THAT US PORTS AND WATERWAYS ARE ABLE TO CARRY THE LOAD IN A SAFE AND EFFICIENT MANNER.
- EFFECTIVE WATERWAYS ARE ESSENTIAL FROM ECONOMIC, SAFETY/MEP AND NATIONAL SECURITY PERSPECTIVES.
- AT THE SAME TIME THAT COMMERCIAL CARGO TRAFFIC IS GROWING, RECREATIONAL AND LEISURE USE IS GROWING, AND COMMUTERS ARE TURNING TO HIGH SPEED FERRIES.
- THERE IS INCREASING COMPETITION FOR AVAILABLE WW SPACE.
- MANY PORTS AND WW ARE MARGINAL IN THERE ABILITY TO HANDLE TODAY'S TRAFFIC VOLUME.
- WITHOUT A COORDINATED SYSTEMATIC APPROACH, WHAT WILL TOMORROW BE LIKE?
- THERE ARE MULTIPLE AGENCY JURISDICTION INVOLVED - FEDERAL, STATE AND LOCAL - AND MANY STAKEHOLDERS.

PROGRESS TO-DATE:

- WHILE GOOD THINGS ARE GOING ON IN SOME AREAS, WE LACK AN OVERALL INTEGRATED NATIONAL WATERWAYS POLICY AND PLAN TO DEAL IN A SYSTEMATIC WAY WITH DEVELOPING PORTS AND WATERWAYS AND WW INFRASTRUCTURE FOR THE 21ST CENTURY THAT MEETS ALL STAKEHOLDER NEEDS.
- WE ARE WORKING WITH MARAD, SECDOT AND ICWWM, WHICH I CHAIR, (USCG, USACE, MARAD, NOAA, EPA, USN) TO PUT WWM ON THE NATIONAL AGENDA.
- WORKING WITH ALL STAKEHOLDERS, WE NEED TO DEVELOP A VISION, NATIONAL POLICY, DIRECTION AND SYSTEMATIC PROCESS FOR USE AT THE PORT LEVEL.
- TO ASSESS NEEDS, DEVELOP A PRIORITIZED, SEQUENCED ACTION PLAN AND EVALUATE WHAT FEDERAL, STATE, LOCAL AND PRIVATE FUNDING IS AVAILABLE TO MEET A PORT'S VISION FOR THE 21ST CENTURY.
- WE'RE TAKING A LEAD ROLE TO PROGRESS IN THAT DIRECTION DURING 1998.

- CONDUCTING REGIONAL OUTREACH TO STAKEHOLDERS - PVA IS ONE.

PAWSS

PAWSS IS A PROJECT TO ESTABLISH NEW VTS'S WHERE NEEDED.

IT'S RESPONSIVE TO CONGRESSIONAL DIRECTION TO CONSULT WITH USERS AND ESTABLISH SYSTEMS FOR NEAR TERM SAFETY BENEFITS IN PORTS SUCH AS NEW ORLEANS.

AS A RESULT WE CONVENED TWO STAKEHOLDER GROUPS, WITH PVA MEMBERS INVOLVED. THEY INCLUDED

- 1. NATIONAL DIALOG GROUP IN WASHINGTON; AND**
- 2. LOCAL VTS STAKEHOLDERS GROUP IN NEW ORLEANS.**

THEY TOLD US WHAT NEEDS A VTS SHOULD BE DESIGNED TO MEET, WHAT INFORMATION WAS NEEDED BY THE MARINER FOR SAFE NAVIGATION AND SUGGESTED CRITERIA FOR SITING ADDITIONAL VTS'S.

RECOMMENDATIONS FOCUSED ON A MANDATORY VOICELESS, NON-INTRUSIVE SYSTEM EMPLOYING AUTOMATED IDENTIFICATION SYSTEM (AIS) OR TRANSPONDER TECHNOLOGY.

THAT TECHNOLOGY ALLOWS VOICELESS COMMUNICATIONS
BETWEEN VESSELS EQUIPPED WITH TRANSPONDERS AND
TO AND FROM SHORE INSTALLATIONS.

VESSELS AND SHORE INSTALLATIONS FITTED WITH DISPLAY
UNITS CAN THEN OBSERVE THE LOCATIONS OF
TRANSPONDER EQUIPPED VESSELS IN A WATERWAY AND
OBTAIN VARIOUS DATA FROM THE DISPLAY WITHOUT THE
NEED FOR VOICE COMMUNICATIONS.

OTHER INFORMATION COULD ALSO BE INTEGRATED INTO THE
DISPLAY: NTM, PORTS, WX, HOT LINKS TO PORT SERVICES,
ETC.

UNDER THE PROJECT CONCEPT, NEW VTSS WOULD ONLY BE
SITED WHERE TRADITIONAL ATON DID NOT PROVIDE AN
ADEQUATE LEVEL OF SAFETY FOR MARITIME TRAFFIC.

WATERWAY EVALUATIONS WILL BE CONDUCTED BASED UPON
CRITERIA RECOMMENDED BY THE NDG, INCLUDING
WATERWAY:

- TRAFFIC TYPE, PATTERNS AND DENSITY, CURRENT
AND PROJECTED;
- GEOGRAPHIC, HYDROGRAPHIC AND
METEOROLOGICAL CONDITIONS;

- EXISTING ATON AND OTHER EXISTING TRAFFIC SAFETY MEASURES; AND
- CASUALTY HISTORY.

GIVEN THE DATA FROM A RANGE OF PORTS, A COMPARATIVE ANALYSIS SHOULD REVEAL HIGHER RISK WATERWAYS.

BEFORE CONSIDERING A VTS INSTALLATION, ADDITIONAL TRADITIONAL MEASURES TO IMPROVE TRAFFIC SAFETY WILL BE CONSIDERED AND A VTS ESTABLISHED ONLY IF THE CONTINUED DEGREE OF RISK WARRANTS THE INVESTMENT.

INSTALLATION OF A PROTOTYPE SYSTEM WILL BEGIN IN NEW ORLEANS LATE IN FY 98.

CG WILL PROCURE AND PROVIDE 100 TRANSPONDERS FOR TRAIL PURPOSES WITH VOLUNTEER VESSELS TO TEST THE CONCEPT.

WE WILL PROCEED WITH FULL SCALE DEVELOPMENT AND ESTABLISHMENT OF A MANDATORY SYSTEM ONLY AFTER WE AND THE USER COMMUNITY ARE SATISFIED.

ONCE THE AIS CONCEPT IS PROVEN, EXISTING VTSS WILL BE UPGRADED TO THAT TECHNOLOGY AT SOME POINT IN THE FUTURE.

NEAR-MISS REPORTING

HISTORICALLY, WE'VE ONLY CONSIDERED CAUSAL FACTORS THAT RESULTED IN REPORTABLE MARINE CASUALTIES AND POLLUTION INCIDENTS IN EVALUATING RISK AND CONSIDERING PREVENTION ACTIVITIES.

MANY MORE NEAR-MISSES OCCUR THAN CASUALTIES AND THE INFORMATION FROM THOSE WILL HELP US BETTER ASSESS RISK AND BETTER FOCUS PREVENTION EFFORTS.

VISION IS A NON-ATTRIBUTION (MEANING THE IDENTITY OF THE VESSELS REPORTING NEAR-MISSES WILL NOT BE GIVEN TO THE GOVERNMENT) NATIONAL MARITIME SAFETY REPORTING SYSTEM WHOLEHEARTEDLY SUPPORTED BY GOVERNMENT, INDUSTRY AND OTHER STAKEHOLDERS WHO WILL USE THE INFO TO CREATE A SAFER AND MORE EFFICIENT MARINE MODE OF TRANSPORTATION.

THE CONCEPT IS A CIRCULAR SYSTEM WHERE A MARINER REPORTS A NEAR-MISS SITUATION VIA A PAPER OR ELECTRONIC FORM TO A NON-REGULATORY THIRD PARTY

FOR SANITATION AND DISTRIBUTION TO END USERS -
INDUSTRY, GOVERNMENT, ETC.

A THIRD PARTY WILL COLLECT AND MAINTAIN AN INCIDENT
DATA BASE WITH THE ABILITY TO DO CONFIDENTIAL
COMPANY SPECIFIC REPORTS - THUS THE PROCESS COMES
FULL CIRCLE.

WE WILL START WITH EXISTING SYSTEMS - AVIATION SAFETY
REPORTING SYSTEM, FOR EXAMPLE. THE PUGET SOUND
SMART FORUM HAD COMPLETED A VERY GOOD STUDY
CONCERNING THE ESTABLISHMENT OF A NW MARINE
SAFETY REPORTING SYSTEM.

WE WILL HOLD WORKSHOPS WITH STAKEHOLDERS IN 1998 TO
DEVELOP THIRD PARTY PROTOTYPE SYSTEMS BY END OF
CY 98. FULL SYSTEM BY END OF CY 99.

PASSENGER VESSEL ACCIDENT RESPONSE

THOUGH WE WORK TO PREVENT PASSENGER VESSEL
CASUALTIES FROM OCCURRING, WE MUST BE FULLY
PREPARED TO DEAL WITH A LOW LIKELIHOOD BUT VERY
HIGH CONSEQUENCE EVENT. SOME WORK IS UNDERWAY
IN INDUSTRY AND WITHIN THE COAST GUARD --- IN THIS
AREA:

1. PARTNERSHIP ACTION TEAM WITH PVA TO IDENTIFY RISKS. WE'RE WORKING TOGETHER NOW TO IDENTIFY PROBLEM AREAS;
2. FEDERAL REGISTER NOTICE SOLICITING COMMENTS AND POTENTIALLY PUBLIC MEETINGS ON THE DEVELOPMENT OF VESSEL RESPONSE/EVAC PLANS - WHO HAS THEM TODAY, WHAT PASSENGER VESSELS SHOULD HAVE THEM, WHAT TYPES OF SCENARIOS SHOULD THEY ADDRESS; HOW WOULD THEY MESH WITH THE PLANS OF ASSISTING AGENCIES ASHORE AND AFLOAT, ETC. I KNOW SOME CONTINGENCY PLANNING IS GOING ON NOW, STATE MANDATED AND VOLUNTARILY - WE ALSO HAVE NVIC 1-97 (SHIPBOARD SAFETY MANAGEMENT AND CONTINGENCY PLANS FOR PASSENGER VESSELS GUIDELINES.)
3. COAST GUARD MSO COMMANDING OFFICERS AND GROUP COMMANDERS WILL BE TASKED TO EVALUATE THEIR ABILITY ALONG WITH LOCAL RESOURCES TO RESPOND TO A PASSENGER VESSEL CASUALTY IN THEIR AOR, IDENTIFY GAPS AND IDENTIFY MEANS TO CLOSE GAPS. WE'LL GENERATE NEED FOR LOCAL GOVERNMENT COORDINATED MANAGEMENT NEED COAST GUARD/LOCAL GOVERNMENT/INDUSTRY TEAM.

ALL THREE EFFORTS ARE INTERRELATED AND WILL IMPROVE OUR ABILITY TO MOUNT A COORDINATED AND EFFECTIVE RESPONSE. NO PREJUDGEMENT HERE - DEVELOP A BROAD APPROACH.

THE RESULTS POSSIBLY COULD BE INTEGRATED INTO A PORT/WATERWAY LEVEL CONTINGENCY PLAN WITH INDUSTRY, FEDERAL AND LOCAL AGENCY COMPONENTS. SO IF YOU HAVE A PROBLEM, ONE CALL GETS EVERYTHING ROLLING—MOVING TO YOUR AID.

STREAMLINED INSPECTION PROGRAM:

SIP IS OUR STREAMLINED INSPECTION PROGRAM WHERE WE ASSIST THE OWNER IN DEVELOPING THEIR OWN INSPECTION PROCESS AND THEN WE CONDUCT PERIODIC AUDITS, RATHER THAN FULL INSPECTIONS.

THE SIP PROGRAM PROMISES GREAT BENEFITS FOR BOTH INDUSTRY AND THE USCG. IT IS A RISK-BASED MANAGEMENT PROGRAM, WHEREBY QUALITY OPERATORS BECOME MORE DIRECTLY INVOLVED WITH ENSURING THE MATERIAL CONDITION OF THEIR VESSELS, ALLOWING THE COAST GUARD TO FOCUS ON THE HIGHER RISK VESSELS - FOREIGN FLAG - OTHER CLASSES.

COMPANIES INVOLVED IN SIP MUST DEMONSTRATE AN ABSOLUTE COMMITMENT TO MARINE SAFETY, QUALITY OPERATIONS, AND A WILLINGNESS TO ENTER INTO PARTNERSHIP WITH THE COAST GUARD. THEY ARE THEN EMPOWERED WITH THE RESPONSIBILITY FOR CONDUCTING EXAMINATIONS OF THEIR VESSELS FOR COMPLIANCE WITH THE APPLICABLE REGULATIONS AS SPECIFIED IN THE APPROVED COMPANY AND VESSEL ACTION PLANS. THE COAST GUARD'S ROLE IS TO PROVIDE DIRECT SUPPORT IN, AND OVERSIGHT OF, THE COMPANY'S DEVELOPMENT AND IMPLEMENTATION OF AN SIP. WE'RE NOT OUT OF THE PICTURE - WE STILL ATTEND YOUR VESSEL - SPEND LESS TIME - DIFFERENT APPROACH. INSTEAD OF NUTS-AND-BOLTS INSPECTION, WE HELP YOU REFINE YOUR SAFETY APPROACH.

SIP HAS BEEN "TEST MARKETING" UNDER VARIOUS PROTOTYPE PROGRAMS ACROSS THE COUNTRY. A FINAL RULE ON A NATIONWIDE, UNIFORM PROGRAM IS NEARING COMPLETION AND WILL BE PUBLISHED SHORTLY. HOWEVER, OCMIS AND INTERESTED VESSEL OWNERS AND OPERATORS ARE ENCOURAGED TO BEGIN THE APPLICATION PROCESS NOW.

OUR INDUSTRY PARTICIPANTS IN THE PROTOTYPE PROGRAMS
REPORT SEVERAL SIGNIFICANT BENEFITS FROM
PARTICIPATING IN THE SIP. THE MOST SIGNIFICANT BEING:

- YEAR-ROUND COMPLIANCE RATHER THAN “PEAKING”
WHEN THE USCG ANNUAL INSPECTION IS DUE,
- IMPROVED SAFETY AND PREPAREDNESS OF THE CREW
DUE TO THE GREATER INVOLVEMENT OF PERSONNEL IN
THE MAINTENANCE AND EXAMINATION OF THE VESSEL,
AND
- THE POTENTIAL COST SAVINGS TO COMPANIES
INVOLVED IN SIP WHICH MAY BE REALIZED BY LESS
DOWN TIME AND MAINTENANCE COSTS WHICH ARE
MORE EVENLY DISTRIBUTED THROUGHOUT THE YEAR.
- MAYBE REDUCED USER FEES - INSURANCE.

I ENCOURAGE EVERYONE AND ANYONE WHO IS INTERESTED IN
THIS PROGRAM TO ATTEND THE “HOW-TO WORKSHOP”
TODAY AT 3:15. REPRESENTATIVES FROM BOTH PVA AND
THE USCG WHO ARE INTIMATELY INVOLVED IN THIS
PROGRAM WILL BE PRESENT. GUIDANCE ON THIS
PROGRAM WILL ALSO BE AVAILABLE AT THE USCG BOOTH
IN THE EXHIBIT HALL. THE INVITATION FOR ENROLLMENT
IN THIS PROGRAM IS OPEN, SO PLEASE CONSIDER IT.

THE USCG ALSO RECEIVES TWO MAJOR BENEFITS FROM SIP, WHICH DIRECTLY RELATES TO OUR ROLE IN THE NEXT MILLENNIUM. THE PROGRAMS ENABLE US TO SHIFT OUR MARINE INSPECTOR RESOURCES FROM THE INSPECTION OF LOW RISK VESSELS TO THOSE OF HIGH RISK. THESE PROGRAMS ALSO EITHER MAINTAIN THE LEVEL OF SAFETY OR, IN THE CASE OF SIP, RAISE THE LEVEL OF SAFETY. THIS IS DEFINITELY A CASE OF HAVING YOUR [KING] CAKE AND EATING IT TOO.

ALTERNATE TONNAGE MEASUREMENT

TONNAGE MEASUREMENT COULD BE AN EXAMPLE OF THAT DRIVING PRACTICE TRANSLATED INTO A REGULATORY PROGRAM.

YESTERDAY AFTERNOON THERE WAS A SESSION ON TONNAGE THAT MAY HAVE COVERED SOME OF THIS.

MANY MARITIME SAFETY ORIENTED LAWS AND REGULATIONS ARE BASED ON THE GROSS TONNAGE OF A VESSEL.

- DEFINITION OF SMALL PASSENGER VESSELS - 100 GROSS TONS
- MANNING REQUIREMENTS, ETC.

THE TRADITIONAL SYSTEM IN THE US FOR TONNAGE MEASUREMENT IS CALLED “REGULATORY MEASUREMENT SYSTEM.”

YOU ALL ARE FAMILIAR WITH IT AND IT INCLUDES LOTS OF TONNAGE REDUCTION TECHNIQUES THAT HAVE ALLOWED VESSELS TO BE BUILT LARGER OVER THE YEARS BUT STILL REMAIN WITHIN TONNAGE REQUIREMENTS.

THESE REDUCTION TECHNIQUES SUCH AS TONNAGE OPENINGS TO EXCLUDE SPACES FROM MEASUREMENT AND DEEP FRAMES TO MAKE SPACES SMALLER, IN ADDITION TO THE DESIRED EFFECT TO KEEP A VESSEL UNDER TONNAGE, HAVE NEGATIVE EFFECTS ALSO:

- LIMITED USABLE SPACE IN VESSEL,
- INCREASE WEIGHT - FUEL COSTS,
- LIMIT STRUCTURAL FIRE PROTECTION AND WATERTIGHT INTEGRITY, AND
- LIMIT TONNAGE EXPERIENCE FOR LICENSED OPERATORS.

SO IN 1982, THE US RATIFIED THE INTERNATIONAL CONVENTION OF TONNAGE MEASUREMENT.

IT WAS ADOPTED INTO US LAW (THE TONNAGE ACT) IN 1986 AS THE REQUIRED MEASUREMENT SYSTEM (KNOWN AS ITC TONNAGE) FOR US VESSELS GREATER THAN 79 FEET, WITH CERTAIN EXCEPTIONS BASED ON BUILD DATE.

CONVENTION MEASUREMENT

THE TONNAGE ACT ALSO PROVIDED FOR THE RETENTION OF EXISTING “REGULATORY TONNAGE.” UNDER THIS PROVISION, OWNERS OF VESSELS SUBJECT TO ITC COULD ALSO REQUEST MEASUREMENT UNDER THE OLD “REGULATORY” SYSTEM. ONCE ASSIGNED, THAT TONNAGE IS USED BY COAST GUARD FOR REGULATORY PURPOSED.

MANY OF YOU HAVE TWO TONNAGES NOTED ON YOUR COI.

ITC TONNAGE USES NO REDUCTION TECHNIQUES AND THEREFORE A VESSEL’S ITC TONNAGE IS USUALLY CONSIDERABLY GREATER THAN REGULATORY.

OPERATING WITH TWO TONNAGE SYSTEMS HAS PROVEN TO BE COMPLEX AND DIFFICULT.

THE USCG AUTHORIZATION ACT OF 1996 ALLOWS US TO CORRECT THIS AND ALIGN TONNAGES BETWEEN US

REGULATORY AND THE INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS (ITC). THE BENEFIT FOR ESTABLISHING ALTERNATE CONVENTION TONNAGE AS AN OPTION FOR APPLYING DOMESTIC REGULATIONS MAY RESULT IN THE BUILDING OF SAFER, MORE EFFICIENT VESSELS AND MAY ENABLE DESIGNERS AND OPERATORS OF US VESSELS TO BE MORE COMPETITIVE.

THIS PROJECT TO ESTABLISH ALTERNATE TONNAGES IS INCREDIBLY COMPLEX AND BROAD-REACHING AND IMPACTS ALL ASPECTS OF THE MARITIME INDUSTRY FROM THE CONSTRUCTION OF VESSELS TO THE LICENSING OF THE MARINERS.

THE GOAL OF THIS PROJECT IS TO DETERMINE A CONVENTION TONNAGE THAT EQUATES TO AN EXISTING REGULATORY TONNAGE. THE INTERESTING DILEMMA IS THAT THERE IS NO CLEAN CONVERSION FACTOR TO MOVE FROM REGULATORY TO CONVENTION TONNAGE.

EACH TYPE OF VESSEL, FROM A SMALL PASSENGER VESSEL TO AN OFFSHORE SERVICE VESSEL, HAS USED DIFFERENT TYPES OF TONNAGE REDUCTION TECHNIQUES TO STAY UNDER REGULATORY THRESHOLDS. EACH TYPE OF VESSEL WILL HAVE TO BE LOOKED AT INDIVIDUALLY. A NOTICE OF INTENT WILL BE PUBLISHED IN THE FEDERAL

REGISTER SOLICITING YOUR IDEAS AND INFORMATION ON WHETHER THE COAST GUARD SHOULD ESTABLISH THESE ALTERNATE THRESHOLDS AND, IF SO, WHAT THE TONNAGES SHOULD BE. WE NEED YOUR HELP! THE ALTERNATE TONNAGES CHOSEN WILL HAVE SIGNIFICANT ECONOMIC AND SAFETY IMPACTS WITHIN THE INDUSTRY. WHEN ESTABLISHING ALTERNATE TONNAGES, THE USCG'S GOAL WILL BE:

- TO ENCOURAGE THE USE OF CONVENTION MEASUREMENT, THUS ALLOWING VESSEL OWNERS AND BUILDERS TO FOCUS MORE ON VESSEL SAFETY AND OPERATING REQUIREMENTS RATHER THAN ON TONNAGE, AND
- TO AVOID, DURING THE PROCESS, THE ADVERSE ECONOMIC IMPACTS.

5 YEAR COI

THE USCG AUTHORIZATION ACT OF 1996 ALSO PROVIDED THE US THE OPPORTUNITY TO ISSUE FIVE YEAR CERTIFICATES OF INSPECTION. I HAVE NOT FORGOTTEN ABOUT THIS ISSUE. MY STAFF AT COAST GUARD HEADQUARTERS IS CURRENTLY WORKING TO MAKE THIS A REALITY.

DRYDOCKING ALTERNATIVES

CURRENTLY, REGULATIONS DO NOT ALLOW PASSENGER VESSEL DRYDOCKING OPTIONS. FOR SEVERAL YEARS OTHER CLASSES OF VESSELS HAVE HAD THE OPTION, IF PROPERLY PREPARED, TO CONDUCT UNDERWATER IN LIEU OF DRYDOCKINGS. IN VIEW OF IMPROVED TECHNOLOGIES, AND THE ECONOMIC IMPLICATIONS OF ALLOWING ONLY OUT-OF-WATER HULL EXAMINATIONS, WE ARE RECONSIDERING OUR DRYDOCK EXAMINATION POLICY FOR PASSENGER VESSELS. THE COAST GUARD IS IN THE INFANCY STAGE OF STARTING A REGULATORY PROJECT TO ESTABLISH CRITERIA FOR PASSENGER VESSEL ENTRY INTO THE UNDERWATER IN LIEU OF DRYDOCK PROGRAM.

PVA ASSISTED IN DEVELOPING ALTERNATIVES.

ADOPTION OF HSC CODE

OVER THE NEXT FEW YEARS, WE WILL ALSO BE SEEING A TREMENDOUS INCREASE IN THE INTEREST AND USE OF HIGH SPEED CRAFT, AS DEFINED IN CHAPTER X OF SOLAS. AS REPORTED THIS PAST MONTH IN MARINE LOG, THE INTEREST IN THE USE OF LIGHTWEIGHT MATERIALS, SUCH AS FIBERGLASS REINFORCED PLASTIC (FRP) IN THE FAST

FERRY MARKET IS THE IMPETUS FOR A STUDY BY THE
JOINT USCG/PVA PARTNERSHIP ACTION TEAM.

USCG / PVA PARTNERSHIP ACTION TEAM

THE JOINT USCG/PVA PARTNERSHIP ACTION TEAM IS
CHARTERING A NATURAL WORKING GROUP TO EXPLORE
THE ISSUE OF MATERIALS TECHNOLOGY IN VESSEL
CONSTRUCTION. WE HAVE IDENTIFIED EXPERTISE WITHIN
THE COAST GUARD AND PASSENGER VESSEL ASSOCIATION
THAT MAY BE ABLE TO GET TOGETHER AND DEVELOP A
SYSTEMATIC WAY OF DETERMINING CONSTRUCTION
EQUIVALENCE.

CLOSING

I STARTED BY LISTING SOME TRENDS THAT WILL CHALLENGE
USCG AND PVA IN THE UPCOMING YEARS AND IDENTIFIED
A NUMBER OF STRATEGIES AND ACTIONS THAT WILL HELP
US - AS PARTNERS - TO MEET THOSE CHALLENGES.

I URGE ALL OF YOU TO STAY INVOLVED AS YOU HAVE, YOUR
PRESENCE HERE AND YOUR CONTINUED INVOLVEMENT, IS
CRITICAL TO MEETING THE CHALLENGE OF THE FUTURE,
AND OUR MUTUAL GOAL OF PASSENGER VESSEL SAFETY.

IN CONCLUSION, THERE ARE THINGS YOU CAN DO NOW THAT I MENTIONED:

- COMMENT ON PASSENGER VESSEL RESPONSE PLANS;
- HELP US DETERMINE PASSENGER VESSEL ITC LEVELS;
- SUPPORT THE PAT ON PVA RISK AND MATERIAL'S DATA;
- VOLUNTEER FOR PAWWS, AIS AND TRANSPONDERS; AND
- PARTICIPATE IN NEAR MISS REPORTING WORKSHOPS.

BE AN ACTIVE PARTNER!